



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Unmet Transit Needs Report

MEETING DATE: June 17, 1992

PREPARED BY: Assistant City Manager

RECOMMENDED ACTION: The City Council receive excerpts from "Analysis and Determination of Unmet Transit Needs for Fiscal Year 1992-93" prepared by the staff of San Joaquin County Council of Governments (COG).

BACKGROUND INFORMATION: This annual report has been prepared by the COG staff following two public hearings on the subject of transit held in Lodi in December. Among other things, the report states that COG staff "recommends no finding of unmet transit needs solely within the jurisdiction of the City of Lodi." The report presents information developed at the public hearings and discusses the work of the Lodi Ad Hoc Transportation Committee.

A copy of the report is on file in the office of the City Clerk.

FUNDING: None required

Respectfully submitted,

Thomas A. Peterson
City Manager

TAP:br

Attachment

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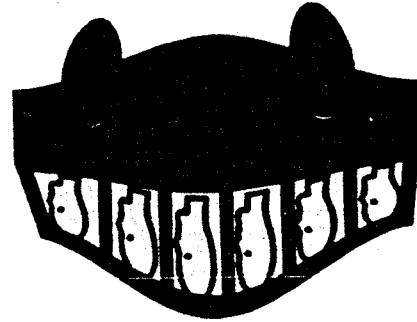
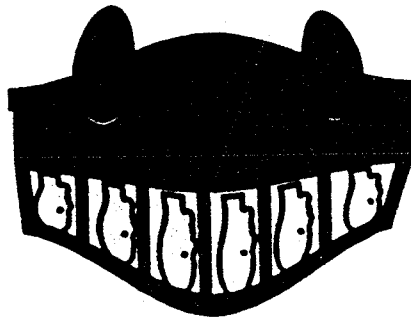
APPROVED: _____

THOMAS A. PETERSON
City Manager

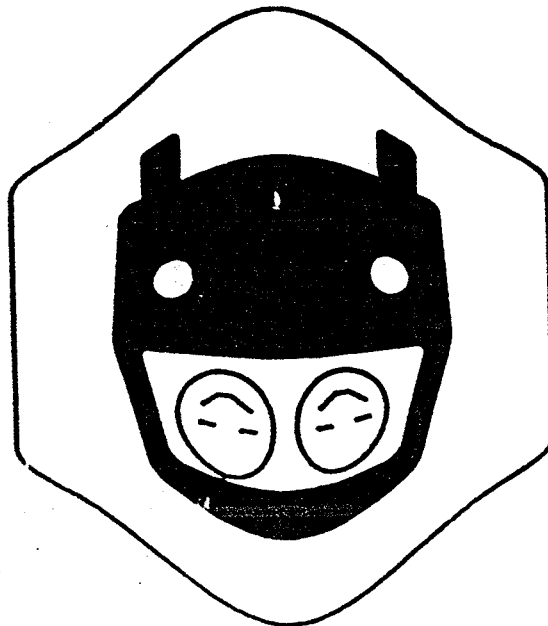


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Approved April 28, 1992



Analysis and Determination of Unmet Transit Needs for Fiscal Year 1992-93



MAY 20 '92
City Manager's Office

Jerry L. Glenn
Assistant City Manager

believed to be comparable routes. Assumptions about the cost per service hour also were made.

The final calculation of the **projected** cost per passenger **was** \$1.85 per person. This exceeds COG's reasonableness standard of **91.57** for Urban Fixed Route service. **As** a result, COG staff cannot recommend a finding that this **need** is reasonable to meet.

It is important to note that a variety of assumptions were made to calculate the projected cost per passenger, and all **are** subject to debate. It is for that reason that COG suggests that the numbers used in the analysis be considered suggestive, rather **than** conclusive.

The **Analysis and Determination of Unmet Transit Needs** for FY 1992-93 continues to identify transit service to **NCYA as an** unmet transit need, and suggest that SMART explore the feasibility **of** establishing transit service to the facility. COG notes in its analysis that there are other large employment centers located in close proximity to NCYA, and recommends that **SMAXT** incorporate the potential for transit use at these other employment centers **in** its route planning work.

CITY OF LODI

The City of **Lodi** sponsored **two** public hearings to receive input on unmet transit needs.

Many comments **at Lodi's** hearings concerned transit issues that **fall** outside of the **scope** of an unmet transit need. For instance, one individual suggested that the Lodi Citizens Ad Hoc Transportation Committee be expanded and change its meeting time. Others suggested ways for DAR **to advertise** its services, and others suggested that Lodi City **staff** work with large **area employers** to promote transit and with the Lodi Unified School District to share resources.

A couple of issues did touch on transit **needs**: the suggestion that there **be** a transit connection **between** Lodi and Stockton; a reduction in the Lodi Dial-A-Ride wait time; expand the Lodi **DAR** fleet to include more wheel-chair accessible vehicles; and, that Lodi DAR be available to the general public.

The inter-city issue is one that **has** come up repeatedly and staff has made the recommendation that it be found **as** an unmet transit need that is not reasonable **to** meet at this time (**see** discussion under "**All Jurisdictions**" above). **An** evaluation of the Lodi DAR **wait** time reveals that DAR is meeting its **45** minute response window over 95% of the time. The evaluation also looked at **response** windows of other DAR transit systems **and** concluded that a 45-minute **window was** not excessive. **As far as** the comment about wheel-chair accessible vehicles is concerned, COG notes that **Lodi's** DAR fleet includes two wheel-chair accessible vans and that the current Dial-A-Ride budget includes the purchase of two additional wheel-chair accessible **vans**. In response **to** the comment that Lodi Dial-A-Ride be available for **use** by the general public, COG notes that the service is available to the general public.

COG also notes that **a** Lodi Transit **Needs** Assessment and System Plan is underway at this time. The assessment and system plan is expected to be complete in May, 1992. COG will continue working with the City of Lodi to ensure that findings from the needs assessment are used **to** enhance transit services and that system development recommendations are implemented in a timely and cost-effective manner.

Staff recommends no finding of unmet transit need solely within the jurisdiction of the City of Lodi.

Escalon

The City of **Escalon** contracts with SMART for its transit services. The service is characterized as a rural, general-public **DAR** service. The lift-equipped bus operates weekdays from **10:00 a.m. - 3:00 p.m.**, and provides approximately **40 trips per day**. There was virtually no change in the number of trips made from **FY 1989-90** to **FY 1990-91**. Service miles have declined however, signifying that trips **are** getting shorter.

Lathrop

The City of Lathrop provides transit services by contracting with **San Joaquin County** for a general-public, **FR** service. This service connects Manteca to San Joaquin General **Hospital**, via Lathrop. There **are 5** round-trips **per** weekday, beginning at **7:00 a.m.** and ending at **5:00 p.m.** This contract service **between** Lathrop and **San Joaquin County** began July 1, 1990. It had been available before, but at no cost to the City of Lathrop. According to San Joaquin County estimates, Lathrop passengers made approximately **5,750** trips last fiscal year. Projections for the current **fiscal** year call for a **35%** increase in trips made by Lathrop residents.

Lodi

The City of **Lodi** **meets** its transit needs by providing general public **DAR** service. The service **area** includes the City of Lodi and the unincorporated **areas** of Woodbridge, the Arbor Mobile Home **Park** in Acampo, and the Freeway Mobile Home park located **south** of the Lodi City limits- **Service to the areas** located outside **of** the city limits **is** done by contractual arrangement **between** the County of San Joaquin and the City of Lodi. Service to these **areas** is the responsibility of San Joaquin County. The **DAR** fleet includes five full-size wagons, three **sedans**, and **two** wheelchair-accessible **vans**.

The **Lodi** **DAR** service is available weekdays from **7:00 a.m. - 7:00 p.m.**, and on Saturday from **9:00 a.m. - 5:00 p.m.** While most transit riders are considered paratransit riders, there has been a noticeable **increase** in the number of general public riders. **TABLE 9** reveals that ridership, **service** hours and miles for the Lodi **DAR** system have all been steadily increasing over the **years**.

The average daily ridership **is 260** passengers (Saturday included in this calculation).

Lodi **Taxi** **is** another provider of transit service for the Lodi **area**. In June of 1990, the city entered into a **new** agreement with the taxi company to ensure the continuation and availability of taxi service, in **Lodi**, **24** hours a day. Under this agreement, the city pays the taxi **company** **\$1.50** for each non-DAR taxi ride originating within the city limits. In exchange, **Lodi** Taxi provides transportation services 24 hours each day, seven days a week. There were just over 18,500 **Lodi** Taxi passengers between July 1, 1990 and June 30, 1991.

Manteca

Transit services in Manteca include the city sponsored demand-response subsidized taxi service, available only to the elderly and disabled, and the County's general public fixed-route service. Wheelchair lift-equipped service is **also** available, on an as needed basis, through a contractual arrangement between Manteca City and San Joaquin County. The city-sponsored subsidized taxi service is available 24 hours a day, **seven** days a week. **TABLE 9** reveals that

COG finds no unmet transit **need** solely within the jurisdiction of the City of Escalon

Please ~~see~~ Chapter VII for further analysis of inter-city and inter-regional transit issues.

Lathrop

Lathrop, San Joaquin County's newest city had a 1990 population of **6,841** people. In **1989**, **COG estimated** Lathrop's population to be **5,412**. The difference between COG's **1989** population projection, and the 1990 census count is **1,429**. This represents an annual growth rate of a phenomenal 33%. While it is likely that growth will continue, the **rate** of growth is bound to **slow down**. According to 1990 census **data**, Lathrop has the lowest, of all San Joaquin County **Cities**, **percentage** of elderly residents.

Lathrop purchases transit services from San Joaquin County. The service is a **fixed** route service linking Lathrop residents to Manteca, French Camp, and San Joaquin General Hospital. In addition, **CAT DAR** is available to **those** who need specialized **transport** within and outside of Lathrop.

Because of Lathrop's proximity to **1-5** and the **1-205** corridor, the city is attracting many people **who** commute over the Altamont into the **Bay Area**.

Current Input

There **were** no public comments at the Lathrop Unmet Transit **Needs** hearings held November **19**, 1991 and **November 25**, 1991.

Conclusion

Discussion during the public hearings indicated that the City's decision to purchase **fixed** route **service** connecting Lathrop to Manteca, French Camp and the County Hospital is meeting Lathrop's transit needs in a satisfactory manner.

COG makes no finding of unmet transit needs solely within the jurisdiction of the City of Lathrop.

Please ~~see~~ Chapter VII for further analysis of inter-city and inter-regional transit issues.

Lodi

The data available on the City of Lodi indicates relatively high concentrations of seniors (15.7% 65+ vs. county average of 11.1%).

Local residents are presently served by the Lodi Dial-A-Ride (DAR). The DAR fleet includes five full-size station wagons, three **sedans**, and two wheelchair-accessible vans. The service operates weekdays and on Saturday.

The Lodi Taxi company also has a contractual agreement with Lodi City to ensure the continuation of taxi cab service in **Lodi** City. This agreement requires the cab company to provide transportation services 24 hours per day, every day of the week.

The general public DAR fare **was** lowered during 1985 to encourage ridership. The general

public fare is \$1.00 per trip but elderly and handicap passengers pay only 50¢. Service is also available from Lodi to Woodbridge, Acampo, and the Freeway Mobile Home Park by a contractual arrangement that Lodi has with San Joaquin County. There is an additional 50¢ fare for service to these unincorporated areas.

From July 1990 to June 1991, the system served 81,130 riders, this represents nearly a 9% increase in DAR ridership over fiscal year 1990. The majority of passengers continue to be elderly and/or handicapped.

Current Input

The following eight items were brought up at Lodi's two Unmet Transit Needs hearing.

1. Two comments concerned the City Council's Ad Hoc Transportation Committee:
 - A. Change the meeting hour so attendance may be more regular.
 - B. Invite representatives from the Kettleman Lane and/or Cherokee Lane commercial area to sit on the Ad Hoc Committee.
2. Consider the environment when planning for transit improvements. Efforts should be taken to reduce the incidence of single-occupant vehicle trips. The individual making this comment suggested that large area employers (General Mills, canneries) be encouraged to participate in this effort.
3. Monitor and use all available federal and state transit funds.
4. Work with the school district to see if some of their resources can be shared/coordinated with city resource to meet Lodi's transit needs.
5. Reduce Did-A-Ride wait time.
6. Provide/establish regular transit service linking Stockton to Lodi.
7. Need for general public transit services (suggest that Lodi Did-A-Ride be open to the general public).
8. Need for Dial-A-Ride tickets to be sold in places outside of City Hall.

A San Joaquin County sponsored public hearing on Unmet Transit Needs was held in Woodbridge on January 23, 1992. Comments and testimony at that public hearing concerned Lodi's Dial-A-Ride service. The following recommendations were made:

9.
 - * Use Public Service Announcements (PSAs) on radio to advertise DAR services
 - * Distribute DAR brochure by mail and in retail establishments that are frequented by DAR patrons (barbershops/beauty salons, pharmacies, grocery stores, restaurants, banks).

Another San Joaquin County sponsored public hearing on Unmet Transit Needs held before the Board of Supervisors on January 21, 1992 resulted in one comment directed at the Lodi DAR system:

10. Lodi Did-A-Ride needs more than one lift-equipped van.

Discussion

1. Lodi Ad Ha: Transportation Committee; Recommendation to Change Meeting Hour, and Expand Membership

The Lodi ~~City~~ Council appointed a citizen's advisory committee to study the city's transportation needs. This committee was formed in February, 1991. It includes twelve (12) members, each chosen to represent specific interests. The committee provides a forum for interested citizens to participate, in an advisory capacity, in the discussion of Lodi's transit development plans. The twelve interest groups are listed below:

Senior Citizens
Interagency Networking Council
Church Community
City Council
Downtown Business Association
Parks and Recreation Commission

Tokay High School Students
Lodi High School Students
Planning Commission
~~Disabled~~ Community
~~Chamber~~ of Commerce
City Staff

COG notes that neither the Kettleman Lane merchants nor the Cherokee Lane merchants are directly represented on the ad hoc committee.

Neither the presence nor absence of a citizens ad hoc transportation committee is considered an unmet transit need. COG does recognize the importance of citizen input in the planning process, however, and suggests that the city consider expanding the committee membership to include one or both of the merchant groups mentioned during the unmet transit need public hearing process. Lodi officials may also want to change the meeting time if the current meeting hour is inconvenient for committee members.

2. Consider the environment when planning for transit improvements. Efforts should be taken to reduce the incidence of single-occupant vehicle trips. The individual making this comment suggested that large area employers (General Mills, canneries) be encouraged to participate in this effort.

This comment is relevant to transit planning and suggests potential strategies that may be employed to achieve certain transit goals. While it is an important issue, it does not fall within the scope of the definition of an unmet transit need.

3. Monitor and use all available federal and state transit funds.

This comment is relevant to transit planning and financing. While it is an important issue, it does not fall within the scope of the definition of an unmet transit need.

4. Work with the school district to see if some of their resources can be shared/coordinated with city resources in meeting Lodi's transit needs.

This comment is relevant to transit planning and coordination activities. It does not fall within the scope of the definition of an unmet transit need.

5. Reduce Dial-A-Ride wait time.

Lodi's Dial-A-Ride service is a demand response type service. One of DAR's service standards is to pick up riders and deliver them to their destination within forty-five (45) minutes of their call for service. A two-week sampling of DAR activities taken in November, 1991,

showed that only 145 people, less than 5 percent out of a total of 3,126 people, using DAR were not picked up and delivered to their destination within 45 minutes of the call for service. Only 31 of these riders (less than 1 percent of all riders) fell outside of the 1 hour window.

Lodi is meeting its 45 minute response window over 95 percent of the time. A 45 minute response window is not considered excessive, it is consistent with response performance goals used by other small city demand response systems (Tulare Dial-A-Ride has a 45-minute response window, Modesto-Stanislaus Dial-A-Ride has a one-hour response window).

The two individuals who expressed concern over the lengthy wait time and its affect on elderly and handicapped riders suggested that a fixed-route general public bus system might relieve some of the demand for Dial-A-Ride and therefore result in a reduced Dial-A-Ride wait time. As noted above, Lodi successfully meets its 45-minute response window goal over 95 percent of the time. The issue of augmenting Lodi's Dial-A-Ride transit service with a fixed-route service is not considered an unmet need, but rather a planning and service delivery issue.

COG notes that Lodi is currently evaluating its transit system and giving special planning consideration to identifying milestones and system performance measures which indicate that a fixed-route transit system can be operated in a cost-effective manner. Please see the Chapter VIII for further discussion of Lodi's ongoing transit planning efforts.

6. Provide/establish regular transit service linking Stockton to Lodi.

This potential need has been discussed in the 1990 Regional Transportation Plan Update, the Lodi Five Year Transit Plan, and is under review in two studies now underway.

It has been the position of the City of Lodi that the concept of inter-city transit is good, but it will not be funded solely with LTF or STA funds allocated to Lodi.

COG agrees with the reasoning of the City of Lodi in that no one jurisdiction should be the sole source of funds for an inter-city network.

The reader is referred to Chapter VII for further analysis of intercity transit issues.

7. Need for general public transit services (suggest that Lodi Dial-A-Ride be open to the general public).

COG notes that the Lodi Dial-A-Ride service is available to the general public. Ridership on DAR during FY 1990-91 was split approximately 85/15 with 15 percent of the riders representing the general public (ie. not a discounted E&H fare).

8. Need for Dial-A-Ride tickets to be sold in places outside of City Hall.

COG notes that DAR tickets are sold from the following outlets: Loel Center, Hutchins Street Square, Lodi Memorial Hospital, Farmers & Merchants Bank, and City Hall. COG suggests that Lodi City officials explore the possibility of expanding the number and location of DAR ticket sales outlets.

9. Advertise DAR services with Public Service Announcements and use of a DAR brochure.

This is a marketing issue and does not fall within the parameters of the unmet transit need definition.

10. Lodi Dial-A-Ride needs more than one lift-equipped van.

COG notes that Lodi has two wheel-chair accessible vans and is planning on purchasing two more wheel-chair accessible vans before **FY 1991-92** ends.

Conclusion:

COG finds no unmet transit need solely within the jurisdiction of the City of Lodi.

Please ~~see~~ Chapter VII for further analysis of inter-city transit issues.

Manteca

The demographic data indicates that the City of **Manteca** is one of the fastest growing areas in San Joaquin County. Within the city limits, the population has increased from **24,925** in **1980** to **40,733** in **1990**. This growth rate has increased the demand for city services, including transit. City expenditures for the Manteca Subsidized Taxi program have nearly doubled in the last five years.

The Manteca Subsidized ~~Taxi~~ Program provides service twenty-four hours a day, seven days a week to the elderly and handicapped. Wheel-chair accessible transit, within Manteca, is available through a contractual agreement between San Joaquin County and the City of Manteca. Manteca also benefits from San Joaquin County's CAT's fixed-route service which travels from the County Hospital, through Lathrop and into Manteca. While the majority of CAT's fixed-route riders are Lathrop residents, Mantecans undoubtedly benefit from the service. CAT estimates that approximately 35 percent of the CAT fixed-route riders are Manteca residents.

A City-authorized study by JKaplan & Associates was released in July 1989. The study recommended that the City continue to offer the subsidized taxi to its elderly & disabled residents in the near term (1 to 3 years), with County-contracted wheelchair-accessible service available to wheelchair-bound Manteca residents. Over the longer term (3 to 10 years), the study recommends the implementation of either general public DAR or a limited fixed-route system.

The City of Manteca, working with COG, has requested additional grant funds from Caltrans for next fiscal year for a second phase study and analysis of Manteca's transit needs and options. Caltrans staff have informed COG that the proposed study will be funded; formal word on the grant award will not be available until the end of June, 1992.

Current Input

The following five suggestions were made at Manteca's Unmet Transit Needs public hearings held on November 26, 1991 and on December 16, 1991.

1. Need for a traffic signal at Union and Crom Streets.
2. Need for City to increase the number of Taxi coupon booklets that may be issued per person each month.
3. Need for City to increase the value of each Taxi coupon booklet.
4. Need for a general public bus system in Manteca.

5. **Need** for a farebox-based commuter bus service connecting **San** Joaquin County to the Bay Area Rapid Transit District (BARTD).

Discussion

1. **Need for a traffic signal at Union and Crom Streets**

Traffic signalization to improve traffic flow and pedestrian cross-walk safety, **pertain** to street and **road and pedestrian needs**. While important, they do not fall within the scope of COG's definition **of an unmet transit need**.

2. **Need for City to increase the number of **Taxi** coupon booklets that may be issued per person each month.**

The City of Manteca's current policy is to issue no more than 9 Taxi coupon booklets, per person, per **month**. Since each coupon **book** is worth \$20, each rider is eligible for \$180 **worth of taxi** service each month. (The purchaser pays only \$4 per booklet.) The taxi coupon booklets **are** dispensed by the City's Park and Recreation Department. Staff from the **Parks and Recreation Department** have indicated that about 375 individuals **use the** subsidized taxi program. According **to** the City Finance Department, the average number of taxi coupon **books** sold in a month **is** 740. This **means** that, on average, each rider purchases about 2 **books** each. According **to** information from Parks and Recreation and from Manteca-CAPs, at least 50 riders purchase the maximum allotment of 9 taxi coupon books **each** month. This **means** that the remaining riders actually purchase, on average, 1 or fewer coupon books per month.

COG recommends that the **Parks and Recreation Department** devise a data collection system to **more easily** track, **or a monthly basis**, the following information:

- number of **books** sold
- number of individuals purchasing **books**
- **number** of individuals purchasing the maximum allotment of **books**
- number of times that **a** transit rider requests more **than nine** taxi coupon **books**

This information would give COG and the City better information **on** the actual need for increasing **the** number of coupon books that may **be** issued in a month.

3. **Need for City to increase the value of each Taxi coupon booklet.**

This comment is related **to** comment **#2 above**, in that it suggest that riders have trip **needs that are** unsatisfied due **to** the maximum dollar value imposed by the limit on **book** value and the limit **on** number of available **books**, per rider. **As** stated above, a very small percentage of Manteca riders purchase their full allotment of coupon books in any **given** month. This **suggests** that their demand for subsidized taxi rides, and thus **trip needs**, is being met.

It is important **to** note that the City recently re-negotiated with the **Taxi company** on the actual fare **rates**. The new rates represent no change in the **base** rate but an increase in **the** per mile rate. In the past, the taxi fare was \$1.20 **per** mile or fraction thereof. The new rate **is** **\$0.25** per 1/6 mile or fraction thereof. **An** additional fare increase **to** \$0.25 per 1/7 mile or fraction thereof will **go** into effect on July 1. The chart below illustrates this change **and** gives **an** example of the effect it may have on a rider taking **a** 3 mile trip (the average miles per trip last fiscal year **was** 2.7):

| Components of the fare: | Prior to 4/1/92 | 4/1/92 - 6/30/92 | After 7/1/92 |
|-------------------------|-----------------|------------------|--------------|
| Base | \$2.00 | \$2.00 | \$2.00 |
| Per Mile | \$1.20 | NA | NA |
| Per 1/6 Mile | NA | \$.25 | NA |
| Per 1/7 Mile | NA | NA | \$.25 |

Fare for a 3 mile trip:

| | | | |
|-----------------|---------------|--------------|---------------|
| Base | \$2.00 | \$2.00 | \$2.00 |
| Per Mile Charge | 3.60 | 4.50 | 5.25 |
| Total | \$5.60 | 56.50 | \$7.25 |

Demand for additional taxi coupon books or an increased coupon book value may increase with the new taxi fare rates. COG suggests that the City of Manteca monitor this situation to ascertain what impact, if any, the fare increase has on demand of Taxi coupon booklets.

4. Need for general public bus system in Manteca.

COG notes that the County Area Transit fixed-route system currently travels through Manteca city making stops five times every weekday. This service is available to the general public. Approximately 35 percent of all of CAT's fixed-route trips are made by Manteca residents. Since the fixed-route provides, on average, 60 rides a day, one can estimate that 20 trips per day are Manteca trips. Based on the availability of the CAT service to Mantecans, and the relatively low Manteca ridership on that service, COG is unable to establish that there is an unmet transit need. This issue will be explored further under the Manteca Phase II Study of Transit Needs and Options (grant application pending).

5. Need for a farebox-based commuter bus service connecting San Joaquin County to the Bay Area Rapid Transit District (BARTD).

Commuter transit issues are discussed in Chapter VII. The reader is referred to this Chapter for discussion about inter-regional and commuter transit issues.

It is also important to note that SMART currently runs three (3) buses from Manteca to Lawrence Livermore National Laboratory (LLNL) every weekday. This service is considered a "subscription" service wholly supported by the riders. The service began in June, 1991 and has a daily ridership of about 55 persons. Prior to February, 1992, this service was only available to those commuters who purchased a month's subscription; in February, the SMART Board of Directors authorized that the subscription service be available on a daily basis, at a premium subscription rate, with 24 hour advance notice.

Conclusion

There is a potential unmet need for long range commuter transit which is an issue that the COG will watch with care. COG views this transit need in the same manner that it views the need for inter-city transit: COG believes that no one jurisdiction should be the sole source of funds for commuter transit.

COG finds are no unmet transit needs solely within the City of Manteca.

Please see Chapter VII for further analysis of inter-regional transit issues.

Ripon

Ripon has been the fastest growing city in San Joaquin County. The population has increased

VIII. TRACY AND LODI TRANSIT NEEDS ASSESSMENTS

Two additional studies currently underway will provide COG with additional information on **local** transit needs, development issues, and possible solutions. One study focuses on transit concerns in the City of **Tracy**, the other **looks** at transit issues facing the City of **Lodi**. Both studies **are** described below:

Tracy Transit Needs Assessment and System Plan

The Tracy Transit **Needs** Assessment and System Plan is a planning effort aimed at providing COG and the **City of Tracy** with a critical assessment of current and near term transit **needs** and **their** relationship to existing and proposed transit services. The study will ultimately result **in a system plan** to ensure that developing transit **needs are** met in a cost effective **and** efficient manner,

The **study** is funded in **part** with a discretionary planning grant from Caltrans. Matching funds **are provided by** the City of Tracy from its Local Transportation Fund apportionment.

The needs **assessment** and system plan development considers the following:

- Planning and Service Demand **Issues**

This focus seeks to link the expansion and development of Tracy Trans to land use development, population growth, and the need to improve local air quality. The plan is based on the premise that Tracy Trans services should expand **as the City of Tracy's** population and employment **base** grows. Specific service demand issues to **be** considered include **weekend** service, fixed-route service and compliance with **the Americans with Disabilities Act**.

- Funding Issues

This part of the **needs** assessment and system plan development looks at alternative funding sources and their relationship to transit operating and capital **needs**. **Funding sources** include: TDA, Federal Section 18 Funds, Farebox Revenues, and **Measure K sales tax** funds.

- Institutional Issues

Institutional issues, include **Tracy's** relationship to COG for transit system **and** financial planning, the role of Tracy Trans in linking land use development decisions with improved transit services, and Tracy Trans marketing efforts.

The planning effort includes a random telephone survey and an on-board survey. Goals and objectives for the **Tracy** Transit System **will be** articulated. The study will result in **an action plan** for achieving the goals and objectives. Milestones and standards for continued re-assessment of the transit system will also be identified. The draft plan is scheduled for public review in May, **1992**.

Lodi Transit Needs Assessment and System Plan

The Lodi Transit **Needs** Assessment and System **Plan** is similar to the Tracy Transit Needs Assessment **and** System Plan **in that it takes an in-depth look** at an individual city's transit **needs** and resources. The **Lodi** study **is** perhaps **more** pertinent to the unmet transit **needs** ana-

lysis than the Tracy study in that it more directly relates to comments and concerns that are repeatedly expressed at Lodi's Unmet Transit Needs public hearings (fixed-route vs. dial-a-ride, accessibility, Lodi to Stockton linkage). The Lodi study includes a random community telephone survey and an on-board survey. Data from the surveys will be combined with information about Lodi's current and projected socio-economic characteristics to provide a critical assessment of the city's transit system. Furthermore, standards will be developed for city staff and COG to use in monitoring the system and assessing service effectiveness.

Planning and service demand issues, funding issues, and institutional issues will all be considered in the development of the Lodi Transit System Plan.